NEW ZEALAND MOTOR CYCLE NEWS

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MOLLOY DELAYS RACER'S DEBUT

New Zealand road-racing star Ginger Molloy has temporarily delayed plans to race the works three-cylinder Kawasaki 750cc two-stroke H2R which he was scheduled to ride at last month's Superstate Match Races at Sydney's Amaroo Park.

The factory has supplied Molloy with the racer for Asia-Pacific meetings in a bid to dominate the major events.

Molloy took delivery of the machine in Djakarta for the Indonesian Grand Prix. However, it was well down on power and the New Zealand international decided against racing it. Instead, he rode his older 500cc model, finishing third behind Geoff Perry and T. Oda.

The H2R is the first genuine works model to come from the factory; the Team Hansen versions, being raced in the American Motorcycle Association series, were assembled in the United States from parts and information supplied by the factory's development team.

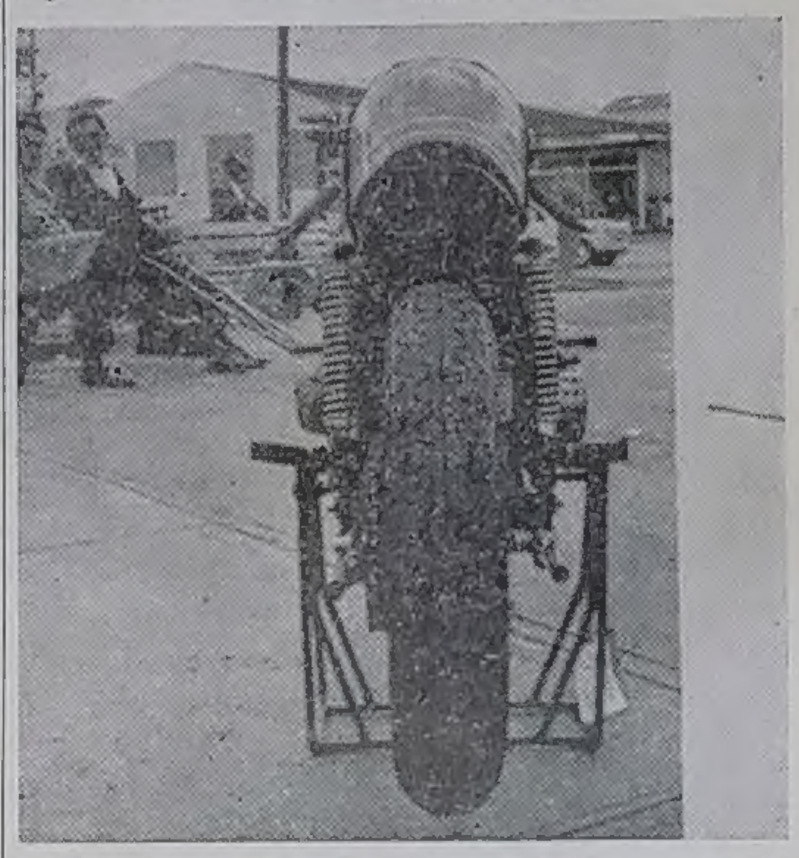
Molloy's model was actually built at the factory in Japan and ridden by local riders. However, there is speculation that the Japanese test riders could not get the H2R to handle properly, and the factory agreed to allow Molloy to try.

The New Zealander's first modification was to shift the gear lever from the left side to the right, but serious testing will not begin until early next month in New Zealand, where the bike was air-freighted this week.

It is believed that the engine is capable of putting out 100 bhp, with maximum revs at 9000 rpm (the tachometer is red-lined at 9000, and extends through to 11,000)

The three Mikuni carburettors are standard 35mm, modified to suit the racing engine. Double discs are fitted up front, and the weight of the machine is about 335 lb.

After Molloy has carried out a series of tests in New Zealand to boost the performance, he is expected to return to Australia.



As this picture shows, the widest part of the amazingly-compact Kawasaki H2R — without the fairing — is the clip-on handlebars.

SHELL AGAIN SPONSOR 24-HOUR ROAD TRIAL

Thanks to generous financial backing by Shell Oil (NZ) Ltd, the Auckland MCC has already started planning the second 500-mile road reliability trial in what is hoped will be a long series of Shell 500 events.

Based on the very successful 24-hour trial run in late October last year, the 1972 Shell 500 Reliability Trial, to give it the official title, will be held a full month later to avoid the previous clash with University and trades exams. This year's trial will be run on November 25th and 26th starting on the Saturday morning at 10 a.m. and with the first riders due in at the finish from about 8.30 a.m. on the Sunday. Efforts are being made to start the Shell 500 Trial from the Pakuranga Shopping Centre and the finish will almost certainly be at the car park, Broadway, Newmarket, the same venue as last year.

Shell 500 prospectuses will be sent to a large number of clubs and organisations throughout New Zealand; motorcycle clubs in particular are asked to ensure their members get copies and that a maximum possible number of riders form teams.

Remember, there are prizes for solo riders as well as the teams, in addition to awards from the trade for all manner of achievements. The prize money has been increased by $50, and there is an additional prize this year of $25 for the group or individual entering or sponsoring the winning team of three riders. Last year's winner David McLaughlin (Honda CB500) rode all the way from Dunsandel, Canterbury to compete, so — why not start planning now to have a go at the 1972 Shell 500 Reliability Trial? GET SHELL 500 ON YOUR MIND!

Otago Road Trial

Club member Mike Gazely organised a very interesting Road Trial held by the Otago Motor Cycle Club on Sunday 9th July.

Instructions kept all the competitors on their guard and several riders took a wrong road, causing many extra miles.

Results: — Alister MacArthur, 750 Suzuki, 690 points lost; John Thorburn, 350 Suzuki, 710 points lost; Peter Sharp, 650 Norton, 910 points lost; Ross Goodfellow, 750 Kawasaki, 970 points lost; Peter Barnett, 350 Suzuki, 1000 points lost; Murray Knox, 350 Honda, 1000 points lost.

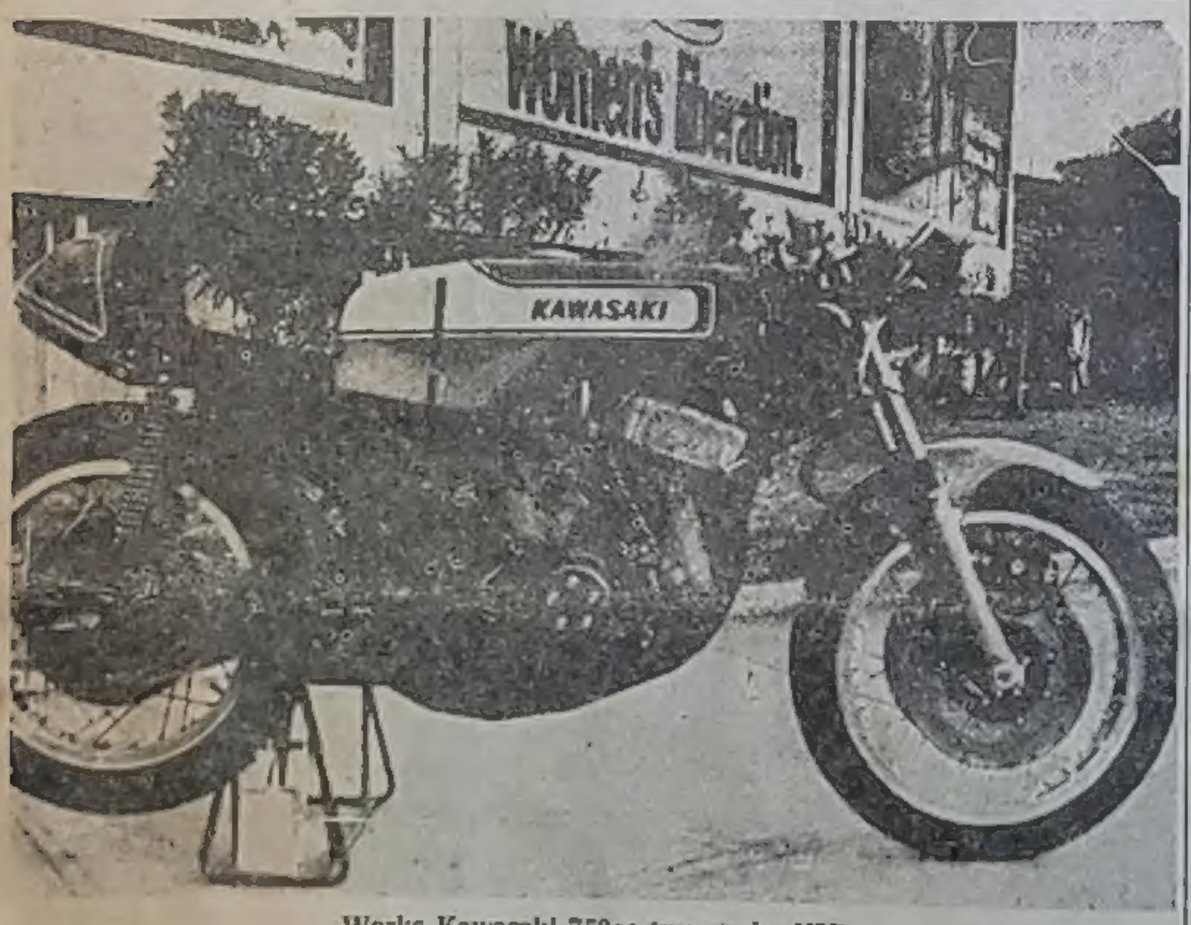
Otorohunga "Limit" Trial

For those who don't know what a "limit" trial is, it would be the nearest thing out to a Scott trial, with modifications. Instead of running over a certain number of laps, a limit trial runs for a pre-determined time, in this case 1½ hours. The rider who completes the most number of sections in this time, sets the standard number. For every section less than the standard number that other competitors complete, they lost 5 points. Scoring within sections is treated in the normal way.

This trial was a real crackerjack. The 2 mile circuit which wound its way up a mountainside and down again was fast and very very slippery. Due to the bad weather only four sections were included per lap.

Results: 1st Paul Leyden, 197 James Special, 71 points lost; 2nd Roy Long (Ham), 200 Triumph, 99; 3rd T. Jones (something Japanese), 100; 4th B. Boddie, something Japanese), 126; 5th I. Templeton (something Japanese), 128.

Third placegetter, T. Jones, set "fastest time" for the trial. Special mention must be made of Paul Leyden's effort — in the face of opposition from the expensive and sophisticated Japanese invasion, he won the trial on a very old, home built British bike.



Works Kawasaki 750cc two-stroke H2R.

Bethunes Hill Record Falls

Cam Shaw lowered his old Bethunes Hill Climb record when the Otago Motor Cycle Club conducted a Hill Climb there on Saturday 24th June.

The hill was in good order, competition keen and good performances from newer riders were notable. Miles Notman showed big improvements with every run.

Owen Frew, Bruce Christie and George Bartlett all showed consistent form, recording good times.

Cam Shaw's winning efforts won for him the Nancy Crawford Cup and the Pussmore Cup for fastest time of the day.

Results:—

Novice Class — D. Ireland, Honda, 1 min, 11.55 secs; W. Calder, Honda, 1 min, 20.49 secs; M. Knox, BSA, 1 min, 20.54 secs.

250 Class (Marshall Trophy) — G. Goodfellow, Suzuki, 1m, 17.05s; W. Calder, Honda, 1m, 20.49s; O. Delaney, Bultaco, 1m, 23.25s.

350 Class — M. Flintoff, Kawasaki, 1m, 13.64s; G. Goodfellow, Suzuki, 1m, 17.05s; W. Calder, Honda, 1m 20.49s.

500 Class — Nancy Crawford Cup — C. Shaw, JAP, 1m 5.10s; O. Frew, BSA, 1m 10.63s; B. Christie, JAP, 1m 11.85s.

LONDON REPORTING

Ivan Miller, scrambles ace from Blenheim has taken up speedway. He has been signed up by second division Rayleigh "Rockets" and looks very promising.

Roger Wright, when dropped by first division Hackney, was quickly snatched up by second division Teeside to replace their injured Bruce Forrester and looks like staying there for the rest of the season.

Ronnie Moore had a spectacular crash at Wimbledon in their match against Coventry a couple of weeks ago. After crossing up at the last bend, he found himself going the opposite direction towards oncoming riders! There was a great cheer from the crowd when he got to his feet, but his poor bike was a write off as far as the diamond was concerned. To show how much he means to the fans, supporters collected £25 to go towards a new diamond.

At Belle Vue, during the N.Z. v Australia Internation Tournament, John Langfield's (Aust.) machine reared, causing him to lose control coming out of the bend in lap two and collide with Barry Briggs, who was coming up the outside. Both were taken to hospital where Langfield was detained overnight for observation but Briggs refused to stay after receiving treatment for a cut eye. Australia won 40-38.

Graeme Stapleton has had a lot of ups and downs in the weak Wimbledon first division team. He now rides as number four man which is a tough position, dreaded by most riders. He got out of his sick bed suffering with shingles, to get his first cap riding for N.Z. at Swindon against Sweden in the Internations Tournament. Last Thursday he finished third behind Ronnie Moore and new Wimbledon "Don" Tommy Jansson, in the Wimbledon News Trophy. Graeme also does all mechanical work for Ronnie Moore and travels with him.

Two top riders missing from the N.Z. lineup at Swindon against Sweden were Ivan Mauger, suffering with scaphoid bones in both wrists broken; and Barry Briggs who has been resting since his crash at Belle Vue and since found a small bone broken in his ankle.

Dave Gifford is holding a heat leader position for Wolverhampton and is riding very well.

Bruce Cribb had a lot of difficulty in finding form and slipped to reserve position in first division Exeter. Things were beginning to come right for him when he broke his leg while guest riding for Poole against the visiting Russian team.

N.Z. were really beaten without their top riders against Sweden. The score was 50-28. Next Thursday they have a really tough team to ride against in England. It will be held at Wimbledon and things look grim for N.Z. if neither Barry or Ivan are fit enough to compete.

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LETTERS TO THE EDITOR

HONDA RESEARCH

Dear Sir,

In the latest issue of New Zealand Motorcycle News there is a piece on page five under the title "Honda Research", It states that lead lubricates the valve seats and prevents valve sticking. Tetra ethyl lead does nothing of the sort. It enables us to use a higher C.R. and get more power out of the engines because the lead slows down flametravel and so prevents detonation. Tetra ethyl lead is very corrosive, that is why anti rust has to be added to benzine.

An engine that has been running on leaded petrol will rust if left standing, but a speedway motor that has been running on lead free alcohol will not rust if left standing.

If you want to know more about leaded fuels read a book by Arthur Judge, "Modern Petrol Engines". On page 86 you will find a chapter "Detrimental effects of leaded fuels".

It would be much better if we had stuck to a C.R. of 6:1 and used unleaded fuel, the engines would not be as powerful or as fast but they would last much longer.

On my Briggs and Stratton lawnmower engine I always use lead free Shell X55 white spirit. After three years the engine needed a rebore but the valves did not need grinding, they were as good as new.

Lead causes nothing but spark plug trouble in two stroke engines, and low powered two strokes run much better on lead free white spirit. Unfortunately, today's two strokes have high C.R. and have to run on expensive racing fuel or on heavily leaded petrol. New Zealand super is poor quality stuff with a very high lead content. I always rode a motorbike in Holland, but in this country I am so poor that I cannot afford a good bike.

I think the four stroke engine is far superior to the two stroke as far as economy and reliability are concerned, but may be not in ultimate power and speed.

Joe Craig, who developed the Manx Norton once said: "Anything a two stroke will do a four stroke will do better."

I am very sorry I had to give up motor cycling, at the age of 52 I am still an enthusiast. Drop me a note.

Yours etc.,

JOHN LUTEN.

THANKS

Dear Sir,

I am writing to thank you for the fantastic coverage your paper gave our Cold Kiwi Rally notice. It has been a real moral booster.

We never ever expected front page with big headlines and the way you printed it so that it could be used as an entry form was a good idea.

But so far response has not been very good, out of 470 entry forms sent out around the country only 15 have been returned.

Anyway we have decided to go ahead and get 200 souvenir stickers made, so I hope we get more entries. By the way, are you going to come, I hope you can. Thanks again for everything.

Yours, etc.,

CLIVE BENTLEY.

HONDA RESEARCH

Dear Sir,

In regard to an article re Honda research into pollution measures, page 5 July issue, there is a very technically false explanation into the function of leaded compounds in fuel.

The article states "lead has to be added to petrol in order to lubricate valve seats to prevent trouble like sticking valves etc".

Let me point out that the compound you refer to neither "has" to be added to petrol, or carries out the function that the article states. In fact the lead additive causes the reverse to occur.

The additive referred to is Tetra Ethyl Lead, chemical formula being (Pb — (CH2 — CH3)4. It is an organometallic compound, B.P. 202 deg. celsius, and is added to petrol in concentrations in the order of 1 to 3cc per gallon. Its function is to raise the effective octane rating of petrol from around 60-70 to well above 80-90. As far as its function as a lubricant goes it has almost no properties in that direction, especially in the concentrations found in normal petrol.

In fact the post combustion products of the T.E.L. are extremely harmful corrosive compounds, responsible for the erosion of exhaust valve heads, stems and spark plugs. This problem is so great in fact, that all major petrol firms add to their fuel another compound, known as Ethyl dibromide, to react with the lead salt deposits to form volatile lead halide compounds that are evaporated from the combustion chamber, valve head, seats and stem.

T.E.L. does not have to be added to petrol at all, in fact some English brews contain no tetra ethyl lead, but instead large amounts of benzene (NO — not benzine) and/or alcohol which has the effect of raising the octane number without the harmful effects of T.E.L. This is not done in New Zealand because we — (1) Have no benzene producing coal gas works; (2) New Zealand's strict excise laws do not allow the use of alcohol as a profitable fuel additive.

What Honda is on about may be a compound known as Halowax oil, a complex halide compound added to petrol to prevent exhaust valve stems from becoming dry and seizing.

With the event of very strict U.S. pollution laws Honda has no option but to produce engines that will run on unleaded, halide free non-polluting fuels if it is to make headway in exports to U.S.A.

However to get away from technical matters, enclosed is $2.00 as a year's subscription to "New Zealand Motorcycle News". Could you please address it to — Power Research Group, 948-D Tremaine Ave., Palmerston Nth. I hope that the information on T.E.L. is of some use to you.

Yours, etc.,

LANCE SMITH.

5-Speed Bonnie

Now in quantity production at Meriden, England, is a five-speed version of the Triumph 650cc Bonneville twin.

Initial supplies are already being dispatched to dealers throughout Britain. Developed through production machine racing, the gearbox is externally identical to that of the four-speed model, but affords overall gear ratios of 12.8, 9.09, 6.92, 5.89 and 4.9 to 1. Another change is a frame modification to bring the seat lower by 1 in. to 31 in.

NEW LOOK PROGRAMME FOR PUKEKOHE CASTROL NATIONAL TITLE MEETING

Two weeks earlier than last year; five races only, three of them feature events, these are some of the changes introduced by the Auckland MCC for the 1972 Castrol National Title road-race meeting.

The date for this year's Castrol is Saturday, September 30th at the Pukekohe Grand Prix Circuit. It will be the first major road race meeting of the 1972-73 season with points counting towards Rothmans and NZACU Championships.

TT CHANGE

Biggest move by the organisers is the inclusion of the NZ 500cc Tourist Trophy race and the deletion of the Auckland Provincial 250cc title race from the programme. This paves the way for a NZ Open TT to be run in place of the 500cc event at the Air New Zealand Grand Prix in January.

Big bike enthusiasts will have plenty to watch at the Castrol meeting; races for Standard Production machines, Group B Open Invitation, the well-known Castrol Classic and the One Hour Production TT will all include machines up to 750cc. These events and the 39th NZ 500cc TT make up the full card of five races.

Riders are urged to make sure their entries are sent in well before closing date early in September.

New Scramble Home

New Brighton Motor-cycle Club, which has raced for several years at Clarkville, has been given permission by the Paparua County Council to race permanently on the property of Mr Stan Ogg, at Tai Tapu.

According to the president, Mr H. J. Henry, the hillside course is one of the best for scramble racing in New Zealand. The track is about 15 miles from the city in pleasant surroundings, and should prove a good move for the club.

Several first-rate meetings had been held on the circuit, including an international meeting, Mr Henry said.

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AERMACCHI

By Buzz Baty

From Milwaukee, home of fine beer and venerable V-twins, the friendly folks who developed the Baja 100 now present the 125 Regularity with Italian flavouring.

Really now! If nothing else is done, the name is going to have to be changed. Harley Davidson Aermacchi won't even fit on an entry blank. Can't you just see some guy, half asleep, trying to write that in a little space on an entry blank in the half-light of an early dawn?

There's an old saying that if you want something done, and done well, do it yourself. But then, like a lot of other hackneyed sayings, this one has a lot of hair on it, too. So, with that in mind, Harley Davidson put together a great big package of cubic money. They then persuaded Jack Krizman of Krizman Enterprises and Filtron Filters to take said cubic dollars, their Italian imported motorcycle and make desert and motocross winners out of them.

Has this blending of money, iron, and talent produced the results that Harley Davidson wanted? I think that Jack Krizman's record speaks for itself. All one has to do is to review the Harley Davidson Baja story. Krizman developed the Baja for Harley Davidson also. Read that big poster with the eight out of ten first place finishers led by desert ace, Terry Clark, to find your answer.

What then of this new project, the 125 motocrosser, now under development? The early record is absolutely scary. Prior to Jimmy Beauchamp breaking his ankle during a CMC event at Escape Country, he and Terry Clark, mounted on various prototypes of the Harley-Davidson Aermacchi were considered the ones to beat any time they were in the field.

I covered a series of motocross events and so reported that the combination of Beauchamp and the Harley were untouchable. What then is it about these machines that makes them a lethal weapon in the hands of Jimmy Beauchamp and Terry Clark?

Don't be breaking open the piggy bank, and hurrying down to your local Harley-Davidson dealer waving a fist full of legal tender in his face, demanding that he deliver to you one Harley-Davidson Aermacchi Regularity 125cc type motorcycle of the variety ridden by Messrs Beauchamp and Clark.

Until the development programme has been completed to Jack Krizman's satisfaction, been accepted by Harley-Davidson, and then implemented by the factory, the only ones around will be the ones that Jimmy and Terry are riding. Jack Krizman wanted it clearly understood before okaying this story that he didn't expect availability of the bike to the general public until sometime in 1974.

THE FRAME

As Jack Krizman put it when he invited me to pick up a bare stock frame sitting on the floor, they make this frame out of the best water pipe available in Italy. I suffered only a minor hernia in trying to pick it up. It's a heavy dude with weaknesses, but then of course, that's the reason for this development programme, find 'em and correct 'em.

At this point in the development, three tubes are being added to strengthen the frame. One tube, a more or less vertical piece, is added between the upper motor mount and the point where the upper frame rails are joined to the steering head section. This was tried, but it was found that the frame was still bending.

Now, two more tubes have been added on both sides of the frame, from the juncture of the upper frame rails and rear down tubes to the middle of the front down tubes, in line with the upper forward motor mount. Take a look at the picture and you'll see that this forms a double triangle, albeit a bit massive and heavy. Excess brackets and mounting tabs are removed, such as those for the kick starter and centre stand.

SUSPENSION AND RUNNING GEAR

Ceriani forks are used, the newest available. These new Cerianis have a 2mm larger O.D. of the upper tubes than the old ones. The I.D. remains the same, so it seems what they've done is to increase the wall thickness of their tube for additional strength. Springs and oil capacity remain the same.

Koni shocks are used, but here of course, spring rates and shock settings are determined by the course and the rider's preference. A stock 18" rear wheel is used by both Beauchamp and Clark; Beauchamp uses a 350x18 Trelleborg knobby, while Clark prefers a 400x18. Front wheels are 21" Akront rims with 225 Trelleborgs.

Dean Goldsmith rear wheel goodie trick: the spoke holes in the rear hub on the right side are Siamese (i.e., two spoke heads share a common hole), which leaves a lot of room for the spokes to move under pressure. Dean puts a bolt in the excess space and secures it with a nut to eliminate the problem of spokes jumping about or out.

The bike comes with a sprocket and a cheater sprocket made out of steel which would serve very well as a boat anchor. This is replaced with a hard anodized aluminium sprocket made by Wheel Sport of Portland, Oregon. It's a 72-tooth jobber that, with the chain, is mated to a 12-tooth countershaft sprocket. Besides being two and a half pounds lighter, the aluminium sprocket looks a whole bunch neater.

Preston Petty fenders replace the stock steel units and save an additional two pounds, both front and rear. Other "after market" specialty items are used where judged to be superior or where personal preference dictates, such as pegs, handle bars, throttle, grips, etc.

ENGINE

The engine as received is basically the Golden Wing unit with the twenty-two pound cast iron cylinder and five speed close ratio gear box as used in the road racers.

Dean swears that he does not do a thing to the bottom ends of these engines. He says he just breaks them in gentle for about two hundred miles out in the desert, takes the engine out of the frame and goes to work.

After removing the head and cylinder, Dean checks the big end clearance without splitting the cases. If all is as it should be, he gets on to the items he does change.

TOP END

The stock piston is discarded and replaced with the single dykes-ring piston from the Rapido Stage 2 Hop-up Kit, part number 22072-68M. As can be seen in the photos, the differences are in the rings and the fuel flow cutouts in the top of the piston. Outside of a simple clean up, no other work is done to the stock cast iron cylinder.

The head is the alloy type Golden Wing unit that has a flam squish area that encompasses about one quarter at the front of the combustion chamber. No other changes are made to the top end. Caution: Do not change, or in any way alter the port timing, leave it stock!

IGNITION

This motor in stock form comes with a magneto flywheel that is big enough and heavy enough to be used as a flywheel in a lot of cars. It's in this area that a lot of work has been done and special manufacturing and machining are needed to make the modifications.

The entire stock ignition system is removed and discarded and replaced with magneto coil and CDI unit from a 400 Suzuki. To use the Suzuki magneto requires the manufacture of an adaptor plate so that the stator and rotor assembly can be mated to the Aermacchi cases.

It also requires that a special little tool be manufactured to set the ignition timing. Ignition timing is set at 2.25 mm before top dead centre. This little special tool is necessary because the rotor has to be recut to fit the end of the crankshaft and is not keyed. It is recut for an interference fit and once set in position cannot be re-adjusted.

Outside of the adaptor plate and the special rotor tool, neither the cases nor cover have to be modified in any way. It's really a damn neat and basically simple modification.

HORSEPOWER AND WEIGHT

Hooker Headers built an expansion chamber for this little screamer and were dyno testing it at the time that I was over at Filtron getting information for this article. The Hooker folks had just informed Jack and Dean that they had gotten a three horsepower increase with the new expansion chamber/silencer set-up, however, they didn't say whether it was useable horsepower within the power band.

On this subject of weight and horsepower, I like Dean Goldsmith's attitude toward these two areas of performance. When asked what the machine weighed, Dean's answer was: "It depends on whose scales you're using." So instead of telling me how much it weighed, he said that in comparison weighing, he first weighed a very successful competitor's machine and then, on the same scales, weighed the Harley Davidson Aermacchi Regularity. The Harley was one pound heavier, and as he put it, who cares what the actual weight really is.

As for the horsepower thing, Dean's philosophy is something like this: "I don't know exactly how much horsepower I've got, but if I am competing against a three horsepower lawnmower and I beat them, then I've got enough horsepower. If I'm competing against full-blown 250 MX'ers and I beat them, then I've still got enough horsepower, whatever it is."

SUMMARY

I would say that with the track record of the Baja, and what has been accomplished to date with this new project, that Harley Davidson has come out ahead not trying to do it themselves. Having placed their cubic money at the disposal of the flamboyant Jack Krizman, they will again reap the ultimate success and benefits as they have with the Baja.

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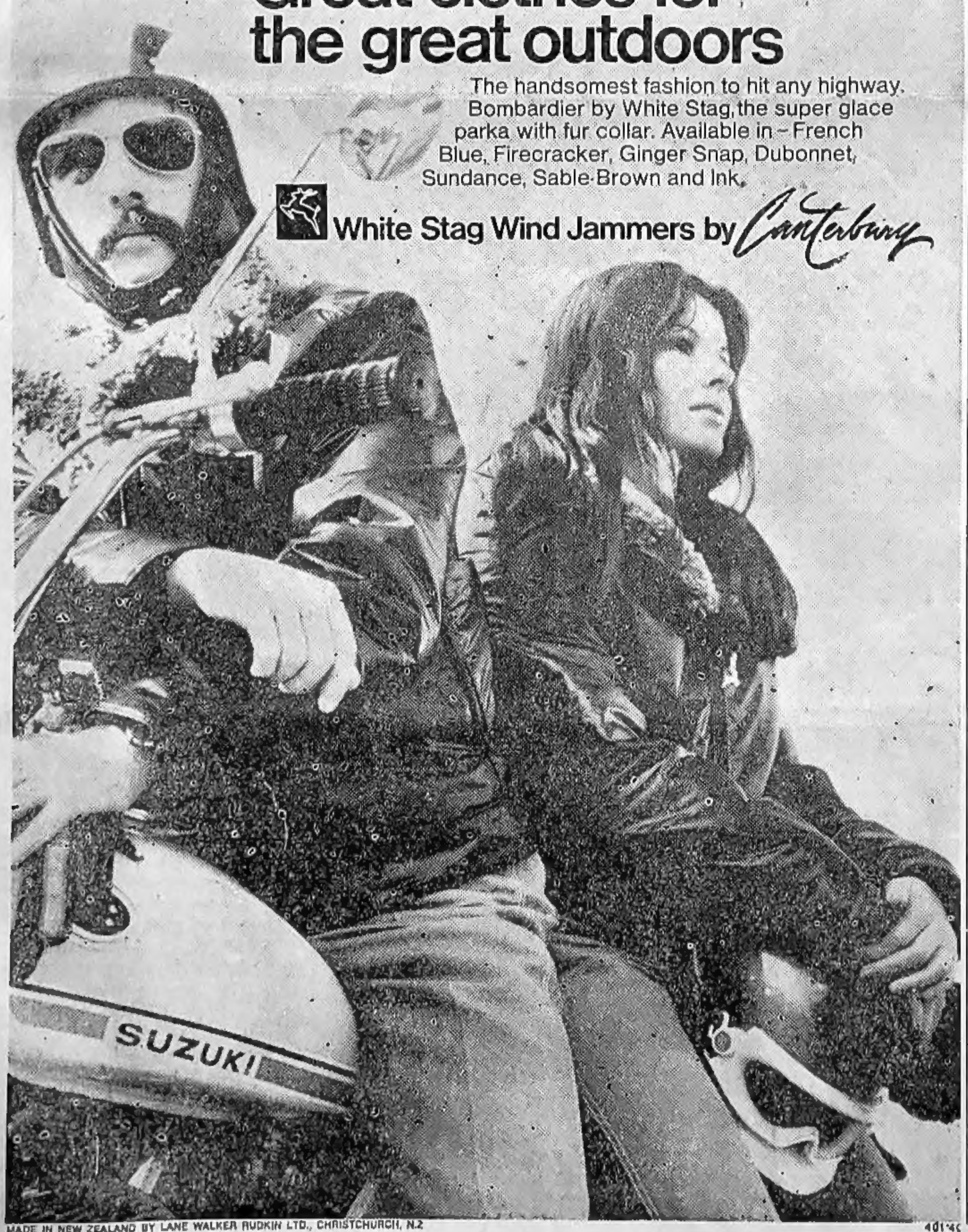

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HISTORY OF U.S. ROAD RACING

New York to Boston on back roads is quite an excursion but try to imagine what it would be like on a motorcycle, averaging over 100 mph? Or how about a 200-mile race with half of it on a banking that is too steep to walk up and the force on the human body feels like a hundred pound lead weight. These are just two aspects of motorcycle road racing; the first is a good example of what the famous Isle of Man races are like as they are over a 37-mile circuit through the back streets of the tiny resort community off the English coast, and the second is a taste of the Daytona 200-Miler, the most prestigious event on the U.S. racing calendar.

Road racing is the fastest growing aspect of the fastest growing sport in America — motorcycling. The sporty car fraternity has long been associated with road racing but it is only in the past three or four years that the two-wheel side of the sport has really began to get a foothold in America. In fact, it was only eleven years ago that the Daytona race moved to a road race course. Until that time it was held on the beach and only half of the circuit was paved. Not quite what you would call a 'road' race.

It is hard to look at the road racing scene in the U.S. without looking across the sea, for while short-track, half-mile and mile dirt track racing is a home brewed product, road racing is definitely an import. The Europeans, especially the British, have been at the game since the turn of the century and when you compare that to the first Daytona event in 1932, you can plainly see that pavement racing owes a lot to the Europeans.

While the American daredevils of the early 1900s were engaged in board track heroics, their European counterparts were laying the foundations to what has become one of the most exciting forms of two-wheel competition. As early as 1885, Germany's Gottlieb Daimler had a two-wheel device that was the forerunner of the modern day motorcycle and although it utilized a wooden frame, cart wheels, and several other technical innovations from that time, it was a petrol engine and capable of a fantastic 12 mph. However, it was the French who really got the ball rolling and in fact, the biggest names of the early days of motorcycles, the English Matchless, Ariel and Norton, were all powered by French made engines.

Peugeot was one of the early pioneers in the two-wheel world and then moved on to become one of the great names in automotive history. As is the way with man, whenever there are several devices of somewhat similar performance, whether they be horses, bicycles or frongs, a race will ensue. So it was with the fledgling motorcycle industry and in 1903 the first organised race was held — from Paris to Madrid. With such primitive machinery, you would think that the organisers would make the first venture a little more on the mundane side but Paris, France to Madrid, Spain was the route and although this was run mainly on dirt roads (out of necessity as there weren't any paved ones), this can be classified as the first ever road race for motorcycles. As is usually the way with overconfident manufacturers trying to push their product, the race had to be terminated at Bordeaux. Not for only mechanical reasons but the young riders of the day were hell-bent for success and the resulting crashes, added to the obvious unreliability of the machines, found no one able to continue. The foundations had been laid, however, and from then on it was all up hill for the new industry and racing became an important part of the campaign to sell the product, much like it is today. Races were held throughout Europe but the game really got on its feet in 1907 when the British staged their first Isle of Man race. Except for the war years, this race has been held every year since then and while there has been some mounting criticism lately as to the safety aspect of the mountainous circuit, it still serves as one of the best proving grounds for machinery. When the Japanese were conquering the classic racing scene in the early Sixties, several of the factories let it be known that a win in the Isle of Man was as important, if not more so, than the world championship.

Meanwhile, the U.S. wasn't sitting down taking this in stride and was busy in different ways trying to improve the latest two-wheel vehicles that were being manufactured both here and abroad. Harley-Davidson and the now defunct Indian company were two of the leaders but just because they are two of the best known names in the industry, don't let that fool you into thinking that they had the market to themselves. There were over 250 firms in the U.S. alone engaged in the making of motorcycles and all of them with the obvious exception of the Harley-Davidson brand went by the wayside, One of Harley's strongholds has always been racing so the old adage, 'racing improves the breed' must have some foundation in this case.

Indian was another of the makes that saw the validity of road racing and also saw the advantage of competing on foreign soil. In 1911, they went to the Isle of Man and the British still refer to their coming as the Indian massacre of 1911 as they ran away with the race, taking the top three finishing positions and from then on, the Europeans knew that America had a motorcycle industry.

The American riders were primarily interested in the dirt tracks and board tracks of the 1920s and 30s mainly because that was where the money was. County fairs, amusement centres, almost anywhere you had a crowd, you had a motorcycle race. It wasn't until the early thirties that motorcycle racing started to gain its proper place in the world of mechanized competition. The first Daytona event was run in 1932 and in fact it wasn't even run at Daytona but in Savannah, Georgia. It was a 200-miler over the old Vanderbilt Cup course and although the entry was a bit on the paltry side and the profits for all concerned even more so, the race gained a strong following. 200-mile races were the order of the day with most of the southern cities hosting at least one but the Savannah event was the first of its kind and laid the framework for Daytona. Almost one hundred riders were on hand for the 1937 race held on the beach course at Daytona and the riders gave the good-size crowd more than their money's worth with some superb racing.

The racing scene still continued to be focused on dirt track techniques and while the riders at Daytona had a fair amount of pavement to negotiate, most of the course was over the hard packed sand of the actual beach and all of the riders utilized two sets of handlebars; a high set for sliding around the loosely packed corners and a low set for tucking down on the paved sections. You would have to look far and wide to find that set-up today as the road racing machinery currently being raced is the most sophisticated of its kind in the world with five and six speed gearboxes, three and four cylinders, water-cooling, disc brakes and wind cheating fairings. It has come a long way in forty years.

The current crop of AMA racing machinery must conform to the American Motorcycle Association's Class C rules. These rules were formulated back in 1931 and although they have obviously been updated through the years, the same basic principle applies — the machines must be based on a model for sale to the general public. The main reason for this is to keep the private runner in contention for without it, racing would turn into the big bucks getting the big wins. The more money that you could spend on one-off exotica, the more chances you would have of winning but at least theoretically, everyone starts off even under the Class C regulation. The ruling was first brought into effect when the country was in the backwash of the depression but it still forms the backbone of the sport in the U.S., and in complete contrast to the pioneer days of competition, the European countries are following our example and have adopted the Class C rule for their big bike racing.

Mick Woollett is acknowledged as Europe's leading motorcycle journalist and has long been an advocate of American-style road racing for Europe.

"I used to be a firm believer in 'free-for-all' racing with exotic machines," said Mick "but in latter years this merely led to a situation where the factories with the most money forced the others off of the racertacks. Money always buys performance.

"With American-style racing the bikes have to be at least based on the bikes that people can buy and this results in closer racing all the way down the line. The spectators love it because they can identify the machines with the ones they ride and the factories are more prepared to field racing teams because of that very reason.

"American-style 750cc racing has rejuvenated the scene in Europe lately and has proved to produce even faster machines that the normal Grand Prix racers with bikes like the 750cc Kawasakis and Suzukis proving capable of over 170 mph!"

While the beach course at Daytona, used until 1961, was a very challenging circuit, it left a little to be desired as far as a pure road race course. Places like Laconia, New Hampshire were quick to get the message and staged a race through the pine forests on black top roads and road racing as we know it today was really on its way to prominence. The riders started to realise the potential of road racing and more and more of them opted for this specialised form of competition. Gone were the high bars and sliding techniques of the dirt tracker and in their place was the smooth, polished look of the complete road racer with clip-on bars, fairings and machines designed for road racing only. During the early days, which was only fifteen years ago, a rider didn't think twice about changing the tyres on his half-miler, sticking on a street front brake and going to the next road race. That would border on the ridiculous if a rider attempted it today. There are two main reasons for the current style changes in American road racing. One is the obvious advantages that riders like Dick Mann, Jody Nicholas and Ralph White(who were some of the first true road racers) saw in the style and the other is the influence that outside riders have had. Several Europeans, including Phil Read (the current 250 world champion) and Peter Williams, raced at Daytona in 1968 and although many riders were already into road racing seriously, several still sported high bars and dirt track style. As the speeds were around the 150 mph mark, just about all concerned realised that it was the only way to go.

Among the first Europeans to race at Daytona was Rod Gould, who first appeared at the Florida speedbowl in 1968 when he rode for the factory Triumph and Kawasaki teams in the Open and 250cc races.

Rod later switched to the Yamaha factory team, became World 250cc Champion in 1970 and, although he has never won Daytona, has on two occasions been in the 250cc Winner's Circle and in 1969 led the 200-Mile race until minor problems dropped him to fifth.

"When I first came to Daytona there were a lot of American riders still showing a lot of dirt track technique," said Rod "they were very brave but also very erratic . . . and consequently not so fast.

"There were a few, however, like Cal Rayborn, Art Baumann, Ron Pierce and Gary Nixon, who I rated even then as being as good as most riders in Europe. They have since proved me right. American riders are now as good as any in the world and Cal Rayborn proved this with his victories in England earlier this year during the Anglo-American Match Race Series.

"I have made a lot of friends amongst American racers and, quite frankly, enjoy their way of doing things. They are more colourful than the average European racer, seem more friendly with the fans and their dirt-track experience makes them really hard, but totally fair, riders at close quarters. I always enjoy racing in America and hope to do a lot more of it."

One of the best events on this year's calendar should be the upcoming Laguna Seca race slated for July 23. The scenic, hilly circuit, located in the Monterey, California countryside, is considered by many to be one of the best road racing facilities in the United States. With turns of every nature, as well as severe gradients, the course needs the utmost in skill. The surrounding hills give the track a natural amphitheatre atmosphere and almost all of the circuit can be seen from any vantage point. For those who have seen the GP circuits of Europe, this is about the closest that the U.S. has to offer.

Ron Grant is an English racer who emigrated to America ten years ago. He has seen and raced on tracks all over the world . . . from Italy to the U.S.A., from England to New Zealand.

Ron rates Laguna Seca as the "best true road race course in the States." A member of the Suzuki factory team for several years he won a National Championship race for them at Kent, Washington on a 500cc twin-cylinder machine in 1970 and is now one of the heroes who wrestles with the same factory's 180 mph 750cc powerhouse.

"Laguna Seca will sort the men from the boys," says Ron. "It's not a course where horsepower will win you the race. In fact, unless you can handle it, too much power could be an embarrassment on the tight turns and blind sweepers."

Known as a rider's track, the Laguna Seca facility doesn't place as much emphasis on horsepower as it does on precise riding and braking technique. The one hundred hp Suzuki and Kawasaki three-cylinders will have to go some to hold the less potent machinery behind them as they did at Road Atlanta back in April.

One of the riders of "less potent" machines is Don Emde. His Yamaha displaces only 350cc against the 750cc of the giants from Kawasaki, Suzuki, BSA/Triumph and America's own Harley-Davidson. And it "only" does 155 mph compared to the near 180 mph maximum of his bigger rivals!

But Don outlasted them all at Florida in March this year to win the prestigious Daytona 200-Mile National Championship race.

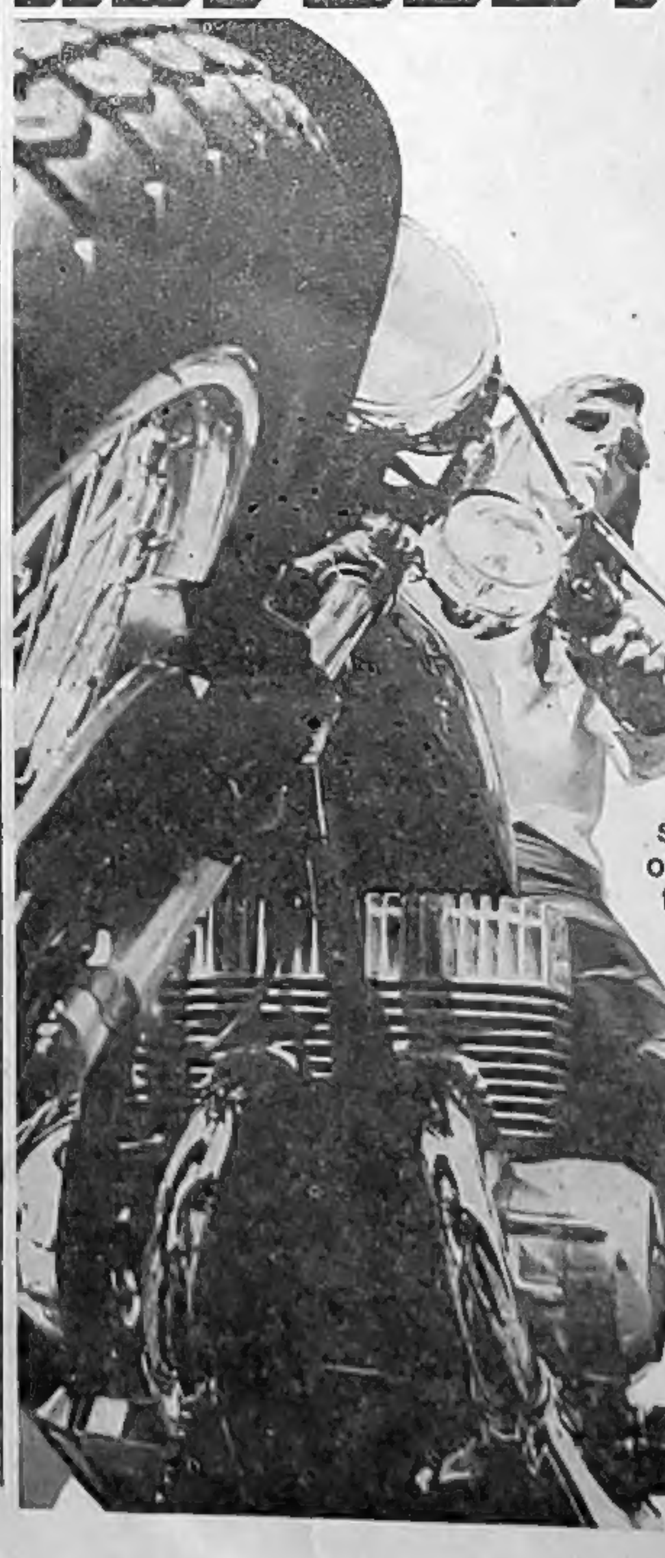
At Laguna Seca, he's confident of being a front-runner and he doesn't even think he'll have to outlast the big guns to do it.

"It's this kind of a track where a lightweight bike like the Yamaha can really score on handling and braking," says 21-year-old Don.

"It's powerful enough to keep pace on all but the longest straights but not so powerful that I can't keep it turned on in the corners. And there are plenty of corners at Laguna Seca!"

All of the factory teams will be represented and the race looks like being the premiere event on the West Coast calendar for the road race enthusiasts. This is the only motorcycle event scheduled for the track this year and while there has been a demonstration race last year, most of the top name riders haven't seen the course, so all of them should be starting on equal footing as far as track knowledge. Should be one of the closest fought battles of the year!

REVOLUTION



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Time was when 'two-stroke' meant putt-putt-putting around and getting blown into the weeds by the big guys as they went by. No more. Today, 'two-strokes' are triumphant in every field of motorcycle competition. Rewriting the record books and blowing a lot of 'big guys' into the weeds. Now, after years of research, Castrol joins the Revolution with Castrol Super Two Stroke Oil. Developed specifically for high performance air-cooled two-stroke engines.

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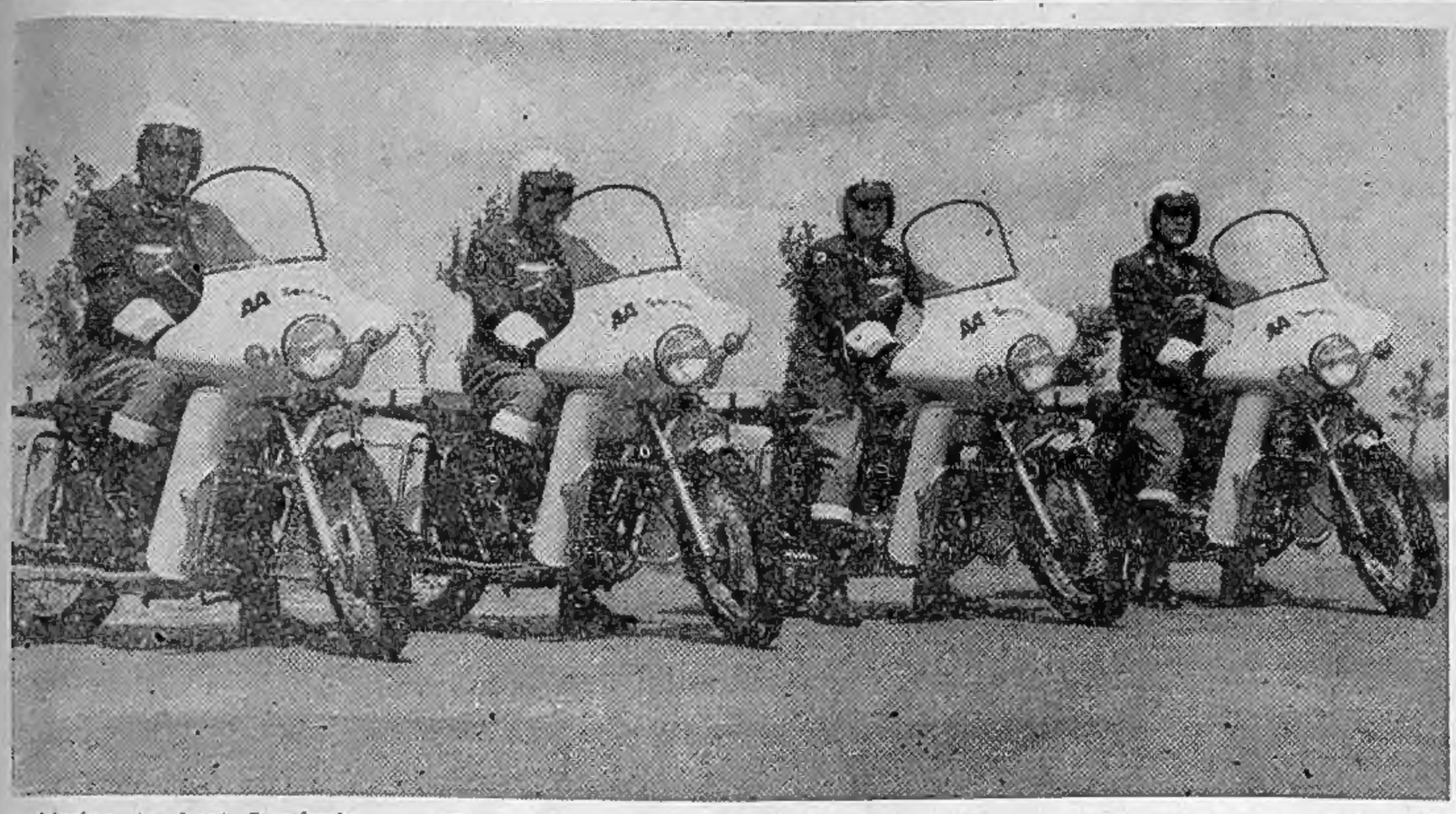

Rescue Motor Cycle To Beat London Traffic

Aiming to beat London's traffic congestion, the Automobile Association are now using four specially equipped Triumph motor cycles to answer breakdown calls. The machines, similar to the famout 650cc Saint models used by Police forces in many parts of the world are equipped with radio and have specially design twin pannier to carry equipment necessary to deal with all minor breakdowns. The twin cylinder Triumphs were chosen because of their obvious flexibility in speeding up rescue missions in heavy traffic. The AA's target time for roadside service to their members anywhere in London is 45 minutes from receipt of a call for help.

Motor Oil Grading

DIPL. ING. A DYK, BENZINA, N. C.

Lublication of the internal combustion engine, in particular that of the motor car engine, became with the development of the engine a rather involved matter in respect of the tasks the oil has to fulfill in the engine. The great numbers of motor cars and the fact that their great majority is in private hands calls for a generally intelligible and as far as possible simple system for the specification of the suitable oil to be used. The problem is further complicated by the fact that the working properties of the oil giving its utility value cannot be spelled in simple parameters and have to be checked by complex tests which, in addition, are subject to constant changes and development.

Out of the properties characterising the engine oil two are decisive for the consumers; it is the viscosity and its temperature development and the aggregate of the properties revealed by lubricating ability, capacity to keep the engine clean and consequently by trouble free operation and finally by the influence on the life of the engine.

Viscosity of the oil shows in the engine in several directions. In a number of instances contradictory demands are made on it. Efficiency of the engine, demands for inner cooling and the requirement for the formation of minimum deposits call for an oil of the lowest viscosity to be used, while safe lubrication, piston sealing and preservation of the engine out of operation are better ensured by higher viscosity oil. Consequently the choice of viscosity calls for a compromise further complicated by the fact that the viscosity of the mineral oil is greatly dependent on the temperature and this is especially important in the lubrication of a machine with such differing working temperature as that of the motor car internal combustion engine. On the one hand it is necessary that the viscosity of the oil in the engine at the highest working temperature, and even during temporary overheating, does not drop below a certain minimum value ensuring still safe lubrication and all the other tasks, while for the starting of the cold engine it has to be as low as possible. In particular this last requirement grew in importance as a result of recent knowledge, because it was found that in the period after the engine has been started general engine wear is at its worst. With the involved modern lubricating system of the modern engine the oil pump needs a certain time to produce a perfect lubricating coat on all friction faces and the time is longer, the higher the viscosity of the oil when starting the cold engine is. Another significant property of the oil is, therefore, how big the dependence of its viscosity on the temperature is. It is not the same with all oils and modern oil technology is capable to control it to a considerable degree and improve further by the use of additives described as viscosity index improvers. Viscosity index is the parameter characterising the dependence of the viscosity on the temperature and the higher it is the less will the viscosity of the oil drop with rising temperature. Viscosity of the oil being its basic property, a system, according to which oils are graded and marked in a manner easy to remember has been adopted almost all over the world. The system was created by the Society of Automotive Engineers in the U.S. and the system is marked for short "SAE". It divides oils into two groups. In the one are several kinds of oils characterised merely by their viscosity range at 210 deg. F, while for the other besides this parameter is prescribed in addition the maximum admissible viscosity at 0 deg. F (minus 17.8 deg. C), characterising and determining the starting ability of the engine in freezing weather and at the same time the length of time from starting to the formation of a complete lubrication film on all faces. The oils specified in this manner are marked with the letter W (winter) and the entire system is illustrated in the table below (cSt = unit of viscosity).

SAE — Viscosity Classes	—17.8 deg. C (0 deg. F)		Viscosity cSt at 89.9 deg. C (210 deg. F)	
SAE	min.	max.	min.	max.
5 W	—	869		
10 W	1 303*	2 606	3.86	—
20 W	2 606†	10 426		
20	—	—	5.73	9.62
30	—	—	9.62	12.94
40	—	—	12.94	16.77
50	—	—	16.77	22.68

* Not applicable, if viscosity at 98.9 deg. C exceeds 4.18 cSt.
† Not applicable, if viscosity at 98.9 deg. C exceeds 5.73 cSt.

For rough orientation it can be said that always a pair of oils is suitable for winter and summer service in a given climatic zone. SAE 5W and SAE 20 are winter and summer oils for the arctic belt, SAE 10W and SAE 30 for the mild zone and SAE 20W and SAE 40 for the hot zone. SAE 50 and higher oils are intended for special purposes, such as for racing machines, two stroke engines etc. and are not any more normally on sale at roadside pumps. The oils described above are called monograde oils.

But modern oil technology makes it possible to manufacture oils with such low dependence of the viscosity on temperature, i.e. with so high a viscosity index that they meet the requirement of maximum viscosity of some of the W class and at the same time that of viscosity at high temperature of some of the higher classes. And so oils are produced with their properties adequate for several grades, multigrade, all-season oils. For instance the oil corresponding to the 10W and 30 classes clearly meets the demands on winter and summer oil for the medium, i.e. our zone, and consequently it is an oil used all the year round in this country. It is marked SAE 10W/30 and our M3 AD oil answers these properties. But the possibilities of production go even further making it possible to produce SAE 10W/40 or SAE 20W/50 oils, becoming today widespread with a view to the specific demands of motorway driving; their trade name is usually Super oils, such as for instance the Czechoslovak Super Mogul SAE 20W/50.

Normal Czechoslovak oils therefore conform to the following SAE classes:

M4A — SAE 20W; M6A — SAE 30; M9A — SAE 40; M4AD — SAE 20W/20; M6AD — SAE 30; M3AD — SAE 10W/30; Mogul Super — SAE 20W/50.

A-range oils do not conform exactly to SAE classes. The second above specified group of properties is ascertained by test in engines and it is typical that after the test it is not the oil but the condition of the engine that is assessed. Properties of modern oils can differ widely in accordance with the combination and dosage of the additives by which the properties of the oil can be adapted to different conditions of the engine, service and fuel quality. To make the admissible characteristic of oils, and in particular comparison of oils of different origin of manufacture, easy, the American oil institute produced the API Service systematism. In this the individual oil classes are determined according to the demands made by the engine and service for which they are designed and for the classification of the oils in this or that class are decisive the results of tests on engines in accordance with standardised methods.

The API systematism embodies the following classes:

API MM Service — medium duty petrol engine service.

API MS Service — heavy duty petrol engine service.

API DG Service — standard automotive diesel engine service.

API DM Service — heavy duty automotive diesel engine service.

API DS Service — extra heavy duty automotive diesel engine service.

It became customary to mark automotive oil packing with API class letters.

Applicable to Czechoslovak oils are:

M4AD and M6AD — MM-MS-DG classes.

M3AD — MM-MS classes (would meet DG tests, but had not been subjected to full tests, not being intended for diesel engines).

Super Mogul — MM-MS-DG-DM classes.

Some foreign firms employ still the old method of HD (heavy duty) marking, with which oils with higher detergent dosage had been marked. These are oils with properties suitable for all petrol and normal diesel engines, corresponding appoximately to API DG. Most oils sold at the pumps in western countries conform to classes up to DG in order to keep the range not too wide and suitable for both petrol and diesel automotive engines.

Oil marking is consequently unequivocal (for instance SAE 10W/30 API — MM-MS-DG), defining both the viscosity and degree of quality of the oil and oils of the same marking can be mutually replaced and mixed regardless of make and origin.

Marlborough Motor Cycle Road Race

On the 30th September, the Marlborough Motor Cycle Club will hold the popular "Hawkesbury Road Race", Omaka Valley Blenheim.

It was held last year for the first time since 1962, in conjunction with the Marlborough Motor Cycle Club's 50th Jubilee, and proved such a success that it has been passed to hold the event annually.

"Hawkesbury" would be the only "true" Road Race left in N.Z. The circuit which is completely sealed, takes in all types of corners and road variations making it very interesting for riders and spectators. Each lap is 4 6/10th miles round giving the riders a chance to really test their skills on the slow corners, bridges, flat out straights and 100 mph plus sweeping bends.

This year for the first time ever the programme will include two sidecar races; this the club feels will be a big attraction as sidecars have never raced in Blenheim before. The programme will include four Production Machine Races, two for Road Racing Machines, 2 Sidecar Races, and the Hawkesbury Championship Race of 6 laps for Racing and Production Machines.

Entry forms have now been sent out to all Club Secretaries, and judging by last year's response it is expected that entries this year could increase by over one third on last year's. As there are more races this year, machine examination is being held on the Friday night before and practice on the Saturday starting with the production machines at 8 a.m.

Previous winners have been:

1953—Junior: S. Jensen.
Senior: S. Jensen.
1955—Junior: Leo Simpson.
Senior: M. Holland.
1957—Junior: B. Bemke.
Senior: M. Holland.
1959—Junior: R. Newbrooke.
Senior: R. Newbrooke.
1961—Junior: V. Rush.
Senior: M. Daniels.
1962—Junior: W. Wetzel.
Senior: W. Wetzel.

Last year's Championship Winner was Joe Lett.

The Club is trying to keep this road race more of a "picnic" meeting giving the riders a good day's racing without all the fuss and strain of the Championship meetings. Comment from the riders agree that the meeting should be run with this in view: they come for the circuit and obviously not the prize money. Prize money is very low compared with other meetings, but it is impossible to run with higher prizes due to lower population.

Races will be run in an anticlockwise direction with the majority of the bends left handers.

In previous years only half of the circuit was sealed and the other being gravel. The evenings before the event, the club members were kept busy sweeping the gravel and spraying oil to keep the dust down. Now with all seal and the machinery more modern, speeds are much higher; two of the straights are almost a mile long giving most machines maximum speed. A section of the road after a low gear right angle corner has a number of even undulations. Most machines while accelerating away from this corner do "wheelies" over these undulations.

The club is sure that the riders and spectators will more than get their money's worth at this, the last true road race in the country, and this year should be the best yet with the introduction of the sidecar events.

Otago Sporting Trial

Wet conditions underfoot made conditions very difficurt, when the Otago Motor Cycle Club held a Sporting Trial at Scurr Brothers property, East Taieri, on Sunday 16th July.

Results:

W. Veitch, Honda, 23 points lost; O. Delaney, Bultaco, 24 points lost; M. Flintoff, Honda, 35 points lost; J. Twaddle, Jawa, 60 points lost; R. Gilbert, Suzuki, 61 points lost; P. Parkinson, Yamaha, 62 points lost.

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24 HOURS OF MONTJUICH

Bultaco 360: Absolute victory and new record established 16 hours of domination and 16 hours of battle. Second victory of Bultaco in this classic resistance race. The triumph of a mount of well balanced features.

By inscribing by second time the name of Bultaco in the winners list of the 24 Hours of Montjuich, Juan Bordons and Benjamin Grau achieved a victory of double significance, by showing that they are a very homogenous team for resistance races and by letting perfectly clear that in a long lasting test, it is not only the brute horsepower that counts, but the manner of using it. In front of the coalition of high powered pluricylindrically engined machines the Bultaco 360 performed a role of only secondary importance for all those who are unable to assess that a long lasting test is not the same kind of competition than a Grand Prix. In the same manner as already demonstrated in September of 1971 at the Bol d'Or (France), the Bultaco 360 manned by the same team Bordons-Grau kept in check, as it is used to say, the whole Laverdas, Nortons, Hondas, Triumphs. But with the substantial difference that in Barcelona, the fortune smiled to the spanish team, which escaped of that what long test racing teams fear most: the mechanical breakdown.

"This year we start at the 24 Hours with a training similar to that of the past year. I may say, that our 360 had practically no evolution during these last twelve months, as our sporting endeavour has concentrated exclusively on moto-cross, trial and off-de-road motorcycles. Shall we win the race? It is difficult to precast it, but I may assure a result that for many people shall be surprising, if we maintain our running regularity and breakdowns do not appear."

These were the words pronounced by Juan Soler, who officed as a sporting manager of Bultaco on this occasion, a few moments before beginning the race. Fortune did not abandon the spanish team as it did in 1971 on this same circuit, and the result has been a magnificent victory with the establishment of a new record.

But things did not appear as easy as it is to write these lines. Juan Bordons and Benjamin Grau running at the head during 16 hours of the 24, always pursued by the Laverda of Canellas-de Juan which on this occasion were the principal "vedettes" to be beaten. The Bultaco team built its victory second by second, achieving an advantage more and more significant as hours elapsed. Only during the last part of the race, its rivals began to suffer heavy breakdowns, but at his moment the 360 had won already an important advantage. Bordons, Grau and the Bultaco 360 achieved a victory full of own merits, and not based on the abandon of direct competitors, as it happened on many occasions.

How it is possible that with half the capacity it is possible to win an endurance race? The answer is given again by Juan Soler, saying . . . "In a circuit of so many different features as that of Montjuich, a mount not excessively powered as ours is, but well balanced in all its aspect, is well able to dominate those who exceed it by far in capacity and horsepower. Our 360 is a prototype derivated from our grand prix mounts, having therefore been thought through in all its details in order to be of very safe driving, lightweight, braking perfectly even after many hours of service, designed not to spoil tyres, to have a consumption as reduced as possible, not to tire the driver, to have a speed sufficiently high to lose none of the aforementioned advantages. The easy thing is to try to obtain the victory with a big machine, but the difficult one is to conduct to victory a good design. As all competition Bultacos, the 360 uses as a mechanical starting point that of the engines we are commercially selling incorporated to our clients' motorcycles. We never use "unique model" engines built for one occasion only and without production continuity. . ."

Provisional Results Of The 1972 Road Racing World Championships

50cc — Nieto, A., RFME, Derbi, 66 points, 1; De Vries, J., KNMV, Kreidler, 54, 2; Timmer, Th., KNMV, Jamathi, 33, 3.

125cc — Mortimer, Ch., ACU, Yamaha, 99 points, 1; Jansson, B., SVEMO, Meico, 86, 2; Andersson, K., SVEMO, Yamaha, 61, 3.

250cc — Saarinen, J., SML, Yamaha, 95 points, 1; Gould, R., ACU, Yamaha, 86, 2; Pasolini, R., FMI, Aermacchi, 78, 3.

350cc — Agostini, G., FMI, MV-Agusta, 80 points, 1; Saarinen, J., SML, Yamaha, 75, 2; Pasolini, R., FMI, Aermacchi/Yamaha, 72, 3.

500cc — Agostini, G., FMI, MV-Agusta, 135 points, 1; Pagani, A., FMI, MV-Agusta, 75, 2; Kneubuhler, B., FMS, Yamaha, 45, 3; Granath, B., SVEMO, Husqvarna, 41, 4; Gould, R., ACU, Yamaha, 30, 5; Mandracci, G., FMI, Suzuki, 24, 6; Mortimer, Ch., ACU, Yamaha, 24, 7; Findlay, J., FFM, Jada, 21, 8; Newcombe, K., OMK, Konig, 21, 9.

Sidecars — Luthringhauser/Cusnik, OMK, BMW, 63 points, 1; Schauzu/Kalauch, OMK, BMW, 70, 2; Enders/Engolhardt, OMK, BMW, 60, 3.

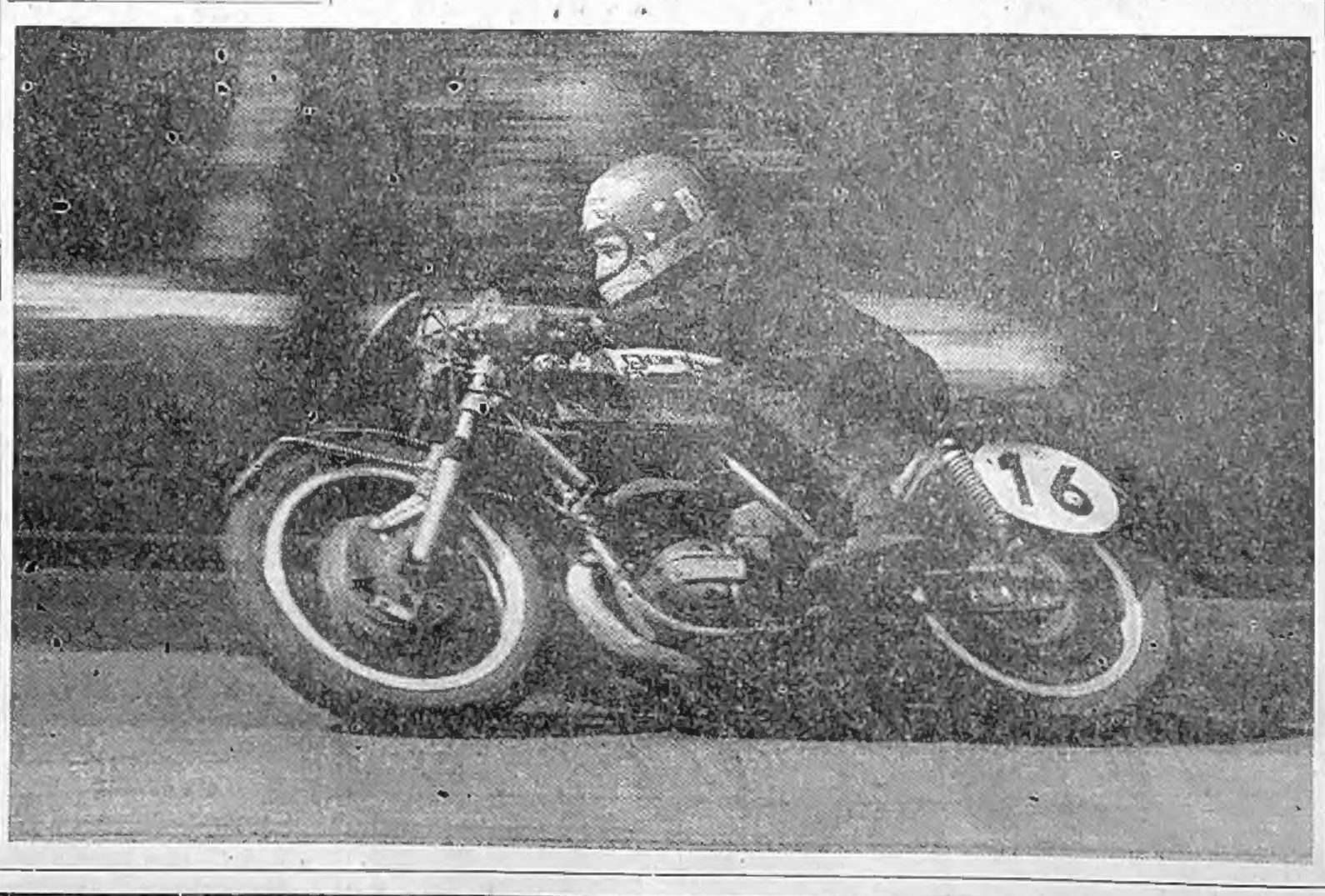
BSA/Triumph Motor Cycle Division New Marketing Director

Mr Kenneth J. Chambers, aged 43, has been appointed marketing director of the BSA/Triumph Motor Cycle Division following the resignation of Mr P. E. Deverall.

Kenneth J. Chambers—BSA.

Mr Chambers, who joined the company earlier this year with the responsibility for parts and service was previously managing director of Redman Fisher Engineering Ltd of Tipton, Staffs. Prior to this appointment, in 1969, he was marketing director of Redman Heenan International Ltd, with some 20 years marketing experience covering Western and Eastern Europe and the U.S.A.

In his new BSA/Triumph post he will continue to have responsibility for the parts and service operations.



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NEW ZEALAND AUTO CYCLE UNION (INC.) REMITS TO BE PRESENTED TO CONFERENCE

1. **Tai Tapu Motor Cycle Club:** Add to rule 115 Chapter 5 — That in all Road Races and events carrying a Road Race Permit such as Ruapuna Park etc, it be compulsory for Competitors to wear complete suits of leather or approved imitation leather.

2. **Auckland Motor Cycle Club:** General Clause (C) — Be amended by rewording to read — All machines will be examined prior to Official Practice on the basis of safety, and externally to see that the machine meets the eligibility requirements for listed equipment. This inspection does not infer that the machine has passed all the eligibility requirements. E.g. This will ensure that all electrical equipment will be working at scrutineering.

3. **Protest:** Be amended by the additional wording after the words, a fee of $20. The protesting rider must make the protest on his own behalf and not for, or on behalf of a non-competitor. The protest fee shall not be paid by or accepted from a third party, an exception to this, Clause B, will be, if a rider is injured and is unable to lodge a protest within the 15 minutes, as allowed in Rule 201, his crew may then protest on his behalf.

4. **Lamps and Electrical Equipment:** Be amended by rewording to remove the present ambiguous meaning. All electrical equipment will be in working order at scrutineering, all lamps and lenses will be fully taped to the body of the lamps or their mountings.

5. **General Competition Rules:** Rule 110 be amended to incorporate within the meaning of the word drugs, the banning of the use of any asthma "Inhalant" by any asthmatic rider, several hours before, or during a speed meeting. Note: A medical opinion received by Auckland Club Officials since a fatal accident in Auckland, stated that this type of treatment for asthma was a most lethal remedy, particularly for anyone under stress, and may cause heart flutter. Note: A warning printed on the label of one brand of Inhalant available, states the user may suffer from heart palpitations. Note: Further advice is awaited from the Medical Adviser to the British Motor Cycle Racing Club. Note: The Union Executive may in the interest of greater race safety seek further supporting medical opinion on this vital matter.

6. **Rule 201:** Be amended to include the $20 protest fee in respect of a protest against the eligibility of a machine in a Production Race.

7. **Rule 205:** Be amended by the additional words, after the word Union, or the Union will appoint an impartial appeal board. The Personnel of the Appeal Board will have had no previous connection or association with the matter being appealed against.

8. **Otago Motor Cycle Club:** Amend Rule 88, page 13, Chapter 5. To include after the words "Competition Licence Form" in line 8 — that the competitor under the ages of twenty when a witnessed signature is needed it can be witnessed by a (1) Justice of the Peace — (2) A Solicitor — (3) A Postmaster, which must also bear the Official Stamp.

9. At Road Race Grand Prix's, T.T.'s, and Motor Cycle Races held in conjunction with International Car Races for A.C.U. and Rothmans Points there will be a minimum prize money of $300 per race, with $100 first prize on a scale down to 8th place.

10. That Rule 148 be brought up in General Business for discussion, due to difficulties experienced at certain race meetings.

11. That Remit No. 13, passed at the 1970 N.Z.A.C.U. Annual Conference be discussed in General Business.

12. **Nelson Motor Cycle Club:** To move that the New Zealand and North and South Island Trials Championships as at present held, be replaced by a series of six Trials, of which three to be held in each Island, and the respective Island Title to be awarded to the Rider gaining the most points on a system of 15, 12, 10, 8, 6, 5, 4, 3, 2, 1, points to be awarded to riders gaining the first ten places at each meeting. The New Zealand Championships to be awarded to the rider gaining the most points on the same system, on his best four performances of the six meetings, these events to be held in the year from January 1st to December 31st at intervals of not less than 28 days apart.

13. **Taumarunui Motor Cycle Club:** That for 1973 and future Conferences, Delegates and Life Members shall pay their own accommodation costs, the Union shall pay the cost of Hall Hireage and Catering, and all Delegates, Life Members, and Officials shall be reimbursed by the Union for their legitimate travel costs. The total travel costs reimbursed shall be born in equal proportions by all clubs affiliated to the Union. Legitimate Travel costs claimed shall not exceed first class train or bus fares, or an amount equivalent to these fares. Unless prior approval is given by the Union Executive, the cost of Air Fares or Private Vehicle expenses in excess of first class train or bus fares will not be reimbursed by the Union.

14. **Ixion Motor Cycle Club:** To be added to Rule 115 — That Vinyl Leathers of an approved type (for Road Racing) "be included in the list of protective clothing."

15. **Rule 249 (F):** Be deleted and the following marking system be introduced. The 1, 2, 3, 4, 5, — 30 system. Explanation — 1 point penalty for footing once; 2 point penalty for footing twice; 3 point penalty for footing three times or more; 5 point penalty for failing the section, e.g. falling off, stalling the engine, a wheel stop, riding outside the boundary of the section and knocking down a section flag; 30 points is the penalty for not attempting an observed section. It is sufficient that a Competitor enters his machine through the first pair of flags in a section to qualify as having attempted that section. Notes: (a) The reason for the change away from the existing 1, 3, 5, system is to recognise the difference in skill between a single dab, just footing twice in an entire section, and footing three times or more; (b) There is no penalty for tipping a section boundary flag. Five points is the penalty for knocking one down though.

16. An alternative to the present North, South and New Zealand Trials Championships: (a) Replace the N.Z. Championship by a series of six trials — three in each Island. Points be awarded: 15, 12, 10, 8, 6, 5, 4, 3, 2, 1, for the first 10 places in each trial, the highest number of points won by a rider, counting the results from a maximum of any four trials, will win the N.Z. Experts Title. (A rider may compete in all six trials if he wishes and his best four results count. He is also not obliged to compete in even four of the series if his points total is good enough to win him the title.); (b) The North and South Island Expert Titles to be decided in a similar manner. In the same events which comprise the N.Z. Experts series the highest number of points won by a rider, counting the results from a maximum of any two trials, will decide the winners. (Again a rider may compete in all three events in his Island choosing his best two events to count. He is not obliged to compete in even two events to win the title.) Naturally a North Island Rider may not choose results from South Island Events to count toward his North Island Title points total — and vice versa. A South Island Rider may win the North Island Title if his points come from the appropriate North Island events — and vice versa. The individual trials which make up the N.Z. Trials Expert Series to be run alternately in the two islands, they do not necessarily have to be two day events. Note: The possibility of ties has not been overlooked. Rather than adapt a complicated and possibly unfair method of deciding ties, it has been decided to accept joint title holders.

17. **New Brighton Motor Cycle Club:** Trail Bikes — Motor: To be the maker's standard specifications on all capacities. Gearing: Machines must be on standard gearing as purchased from the agents. Tyres: Owing to the position on supply of tyres, they remain optional. Frames: Frames, forks, and rear suspension units to remain unchanged from the maker's standard specifications. Accessories: All lights, mirrors, carriers, shall be removed.

18. **Tauranga Motor Cycle Club:** That for all Road Race Events, riders and machine numbers be registered for the coming season. Explanation: The needless changing of numbers from meeting to meeting does nothing to further the sport with the Public as well as creating unnecessary changing, with the problem of sub-standard numbers.

19. **Hikutaia Motor Cycle Club:** New Zealand Auto Cycle Union Executive Control of Trail Riding Localities.

20. **Pioneer Motor Cycle Club:** That machines entered in Championship Trials be restricted to the use of trials tyres only, as from the 1st January 1973.

21. **Manawatu/Orion Motor Cycle Club:** That electrical starters if fitted on Standard Production bikes be made acceptable to use in Production Class in Road Racing.

22. **Recommendation:** That the A.C.U. look into the matter of Registration of Competition Motor Cycles on closed roads and private property. Refer to Manawatu/Orion Motor Cycle Club remit of last year with regard to licensing on Competition Motor Cycles — what progress, if any has the N.Z. A.C.U. made in this direction, also as Import Licensing and Tariff on Motor Cycles is to come under the scrutiny of the board of Tariff in July the N.Z.A.C.U. should be represented at this enquiry.

23. That the N.Z.A.C.U. approved stickers on Competition Helmets be abolished.

24. **Hamilton Motor Cycle Club:** Rules for Running N.Z. A.C.U. Open Scott Trial Championships:
(a) Entries close: 10 days prior to event, late entries double fee.
(b) Organising Club: to provide Trials Bib Numbers.
(c) To cover a minimum distance of 40 miles, with a minimum number of 80 sections.
(d) Circuit markers: red pegs on right, white pegs on left.
(e) Observed sections: Clearly marked and numbered with start and end signs.
(f) Observers: Minimum of 2 observers on every observed section, one observer to control riders entering the section, the other observer to be the official points marker.
(g) Points Lost on Observation: 1 foot = 1 point, 2 feet or more = 3 points, failure, stalling, falling, dismounting, riding off course, wheel stop with foot on ground, marker down = 5 points. Section not attempted = 30 points. Barging into section with another competitor still under observation = 30 points.
(h) Standard Time: will be taken from the competitor who completes the trial in the fastest time. Time limit for completion of trial. Standard time 60%.
(i) Time Penalty Points: 1 point lost for every two minutes in excess of standard time.
(j) Results of Events: Lowest points on observation and time combined.
(k) In the event of a tie the rider with the most cleaned sections would be declared the winner, if still a tie the rider furtherest clean would be declared the winner.
(l) Machine Examination: Helmet inspection, riding gear as for M.T.T. and scrambles. Leather boots (not gumboots).

25. Permit Fees: Covering Motor Cycle Club Meetings — chapter 20 Appendix.
(a) Club Trials ($1.00).
(b) M.T.T. Scrambles, Moto-Cross, Road and Grass, Hill Climbs, Beach meetings, Grass Track up to ¼ mile sprints ($2.00).
(c) Record attempts ($3.00).
(d) Track Races (Track Grass Meeings over ¼ mile) ($4.00).
(e) Road Races, Championship and Title Events ($5.00).

26. **Canterbury Motor Cycle Club:** Chapter 20 — Appendix, change to "that all racing machines be allowed to use open fuels."

27. Could the age be made clearer in the General Competition Rule Book.

28. Change Rule in the N.Z.A.C.U. Production Rules from — "All glass indicators will be removed or fully taped to the body of the lamp, or its mountings," — to "all glass and indicators must be removed".

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CLUB NEWS

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

GISBORNE M/C SPORTS CLUB
Sec.: Mrs M. Graham, P.O. Box 827, Gisborne.

HAMILTON COMING EVENTS
Racing Events — August 6: Scramble, Brown's Farm; August 27: Scramble, Meiking's Farm; September 24: Scramble, Cambridge; October 15: Min. TT, Tuhikaramea; November 26 or December 3: International Motocross — We Hope; December 31: Scramble, Waihi.

Trials — July 23, August 13, September 10, October 8: Venues as decided nearer time of event; November 12: (Possibly N.Z. Open Championship Trial).

December 10: Club Gymkhana, Waingaro.

HAWKE'S BAY M/C CLUB
Sec.: Mrs S. Tod, P.O. Box 755, Hastings.

HUTT VALLEY M/C CLUB
Secretary, Mrs F. Cuttriss, P.O. Box 30189, Lower Hutt.

MANAWATU-ORION M/C CLUB
Sec.: Mrs M. Shirriffs, P.O. Box 491, Palmerston North.

NAPIER MOTOR RACING CLUB
Sec: L. Burrell, P.O. Box 510, Napier.

August 19: Road trial starting at 10 a.m. at the Ellison Street boundary.

August 26 & 27: Remember the Motor Cycle Rally, the Ruapehu Club is holding If you want an entry form contact the Secretary.

OTOROHANGA M/C CLUB
Sec.: Mr T. Jones, 63 Awakino Road, Te Kuiti.

NEW ZEALAND AUTO CYCLE UNION (INC.)
P.O. Box 648, Hamilton.

STATIONERY

Please check your stocks of stationery as no Club should be without supplies of (a) applications forms for a Competition Licence. (b) machine examination forms. (c) application forms for a Permit for a Motor Cycle Meeting.

Referring to (a) all 1 day Competition Licence applicants must fill in a green application form and sign the declaration on the back thereof. No Competition Licence is issued to a 1 day applicant, although a receipt for payment will be issued by the District Steward.

With regard to (c) Club Secretaries are advised that all applications for a Permit to hold a Motor Cycle Meeting must be forwarded to the District Steward, in the first instance.

Please DO NOT forward applications direct to this office.

INSURANCE

Club Secretaries are reminded that Public Risk and Riders Personal Accident Insurance is available on application to this office.

Public Risk Insurance is available from the 23rd of October in one year to the 23rd of October in the next and Riders Personal Accident Insurance from the 21st of November in one year to the 21st of November in the next.

Information with regard to premiums payable relative to Public Risk Insurance and Riders Personal Accident was forwarded to all clubs some time ago but should you require a copy, please advise and same will be forwarded.

A circular setting out the premiums payable relative to the Riders Personal Accident Insurance is forwarded to all new applicants for a Competition Licence, provided the Licence is issued by this office, otherwise they should receive this information through their club.

OTAGO M/C CLUB
P.O. Box 1160, Dunedin.

Saturday August 19: ¼-mile Sprint in conjunction with University Club, School Road, Mosgiel. (Subject to County permission.)

Sunday August 27: Sporting Trial at Mr Poole's property, Evensdale.

Monday August 28: Monthly Meeting, 8 p.m., Otago Tramping Club rooms.

RUAPEHU M/C CLUB
Sec.: Mr C. Bentley, 46 Swan Street, Taihape.

SOUTH CANTERBURY M/C CLUB
Sec.: Mr M. Hill, P.O. Box 451, Timaru.

SOUTHLAND M/C CLUB
P.O. Box 157, Invercargill.

TAURANGA M/C CLUB
Sec: Mrs Nancy Ronald, Galway Grove, Tauranga. Phone 85-231.

WAIRARAPA M/C CLUB
Sec: Mrs C. Gregory, P.O. Box 205, Masterton.

WANGANUI M/C CLUB
Sec: Don Cosford. Phone 36-854

Wednesday August 16: Film Evening, Car Club Rooms, 8 p.m.

Sunday August 27: Observed Section and Trial. Watch Notice Board for Venue.

Wednesday August 30: Club Night, Car Club Rooms, 8 p.m.

Saturday September 30: Beach Races.

Otago Miniature TT

Notman's Farm, Portobello was the venue for a very successful Miniature TT meeting on Sunday 2nd July. Four riders from Invercargill attended and an excellent turnout of local riders, some new competitors.

Two trophies were competed for while two gallon tins of Duckhams oil provided a trophy for two further races. Racing was of a very high standard and many close finishes in some races.

Results:

Visiting Riders Race — G. Reid, CZ, Invercargill 1; B. Reed, CZ, Invercargill 2; N. Poole, CZ, Invercargill 3.

Club Senior Race — M. Notman, Greeves, 1; M. Flintoff, Bultaco, 2; P. Parkinson, Yamaha, 3.

Club Junior Race — P. Chang, Suzuki, 1; K. Trainor, Honda, 2; P. Sparrow, Suzuki, 3.

Duckhams Oil Race: G. Goodfellow, Kawasaki, 1; K. Trainor, Honda, 2; M. Gazely, Yamaha, 3.

Duckhams Oil Race — B. Reed, CZ, 1; G. Reid, CZ, 2; M. Notman, Greeves, 3.

Handicap Race — M. Notman, Greeves, 1; B. Reed, CZ, 2; M. Flintoff, Bultaco, 3.

Handicap Race — P. Anderson, Honda, 1; P. Bain, BSA, 2; K. Trainor, Honda, 3.

Ted Boult Trophy Race — B. Reed, CZ, 1; G. Reid, CZ, 2; M. Notman, Greeves, 3.

Handicap Race — P. Chang, Suzuki, 1; K. Trainor, Honda, 2; M. O'Kane, Honda, 3.

Handicap Race: G. Goodfellow, Suzuki, 1; M. Gazely, Yamaha, 2; M. Notman, Yamaha, 3.

Spectators Race — J. Thorburn, Yamaha, 1; R. McVeagh, Suzuki, 2; F. Pool, Triumph, 3.

Don John Trophy: M. Notman, Greeves, 1; G. Goodfellow, Kawasaki, 2; P. Parkinson, Yamaha, 3.

All In Handicap — G. Reid, CZ, 1; B. Reed, CZ, 2; M. Notman, Greeves, 3.

THESE THINGS YOU SHOULD KNOW ABOUT SAFETY HELMETS

(a) Always choose the safety helmet which will afford you the greatest protection, shape and standard wise.

(b) Shape wise the Jet Helmet will afford you the greatest protection.

(c) Standard wise the Jet Type Helmet made to New Zealand Standard 1884/1969 should be your choice.

(d) Don't buy a helmet unless it is wearing the New Zealand Standards Association Mark.

(e) When the helmet is on your head and buckled up you should not be able to slide the helmet back on your head exposing your forehead, nor should you be able to slide it forward exposing the back of your neck.

(f) Don't buy a helmet which has been painted. Painting is often used to cover up defects in the fibreglass shell.

(g) Don't buy a helmet which has tape or a coloured stripe running fore and aft over the crown, this would indicate that the shell has been made in a moulding comprising two halves. The two half mould always leaves a flash line which must be sanded off and so breaks the fibreglass surface and weakens the helmet.

(h) Insist upon the helmet with the colour moulded into the shell and which has a perfectly smooth external surface, free of colour strips or colour flashes.

(i) Do not fit a full face visor to your helmet by drilling the shell and attaching screws or snap on domes. This is not permitted in accordance with the New Zealand Standard.

(j) Never use your helmet with the chin strap undone. The helmet could be easily thrown off your head in the event of a crash.

(k) Don't be talked into accepting or wearing an American helmet made to American standard Z90. They don't pass the New Zealand Standards test.

(l) Beware of a totally enclosed visor type helmet. It is not an approved New Zealand helmet.

(m) Don't continue to use a helmet which has suffered damage. Its effectiveness as a means of head protection could have been impaired.

(n) Remember dark coloured helmets are difficult to see at night, choose a light colour preferably white.

(o) Don't purchase a helmet unless the chin strap and neck curtain are both made of genuine leather. This can easily be checked out by looking carefully at the raw edges of the material.

(p) New Zealand Standard 1215/1969 is a New Zealand standard covering Motor Cycle helmets designed to give a reasonable measure of protection to the ordinary Motor Cyclist on the road. New Zealand Standard 1214/1969 must by virtue of the standard be a Jet Type Helmet designed for use in high speed Motor Cycle races, speedway races etc., New Zealand standard 1884/1969 must also be a Jet Type helmet designed for use in high speed Motor Car races. This standard calls for a higher shock absorption test than the previous two standards referred to.

Tokoroa Scramble

In the face of lousy weather a good crowd turned out to watch more than 55 riders belt around in the mud and rain. One of the strongest impressions of the day was of the strength and potential in the up and coming riders. These chaps will be the "guns" of tomorrow and it's good for the sport to see such enthusiasm rising.

The "star" Tokoroa rider of the day was surely Robin Atkins, with Hugh Anderson and Doug Johnson also shining as masters of the slippery conditions. Grant Collins and Peter Grinter are a couple of lads with champion potential, especially considering conditions were that messy that the track required modification part way through the day.

As always, Tokoroa turned on a great social at the end of the meeting, in fact as you read this, well oiled competitors are still probably trying to find their way home!

Results:

Race 1, A Grade Scratch: D. Johnstone 1, D. Catherwood 2, M. Smith 3, B. Weeks 4, R. Fagan 5.

Race 2, C Grade Scratch: P. Grinter 1, K. Larkin 2, L. Howkins, 3, K. Smith 4.

Race 3, B Grade: P. Bullick 1, R. Fagan 2, T. Jones 3, B. Alderdice 4.

Race 4, Local Riders: L. Borthwick 1, J. Robinson 2, J. Brown 3, K. Crickett 4.

Race 5, A Grade Scratch: H. Anderson 1, D. Johnstone 2, R. Shirriffs 3, M. Sexton 4.

Race 6, B and C Grade Scratch: C. Fulton 1, P. Bullick 2, T. Jones 3, R. Fagan 4.

Race 7, Enduro: D. Johnstone 1, P. Grinter 2, K. Sinclair 3, K. McKenzie 4.

Race 8, Open Handicap: H. Anderson 1, R. Fagan 2, G. Collins 3, T. Jones 4.

Race 9, Open Handicap: D. Catherwood 1, H. Anderson 2, R. Fagan 3, J. Mann 4.

Race 10, 125cc Scratch: D. Johnstone 1, P. Grinter 2, R. Shirriffs 3.

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